

JULY 1949

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# Cariboo *and* Northwest DIGEST

## *Covering*

Fraser Canyon

Bridge River

Cariboo

Central B.C.

Peace River

Alaska Highway

and the

Yukon

## *Issued Monthly*

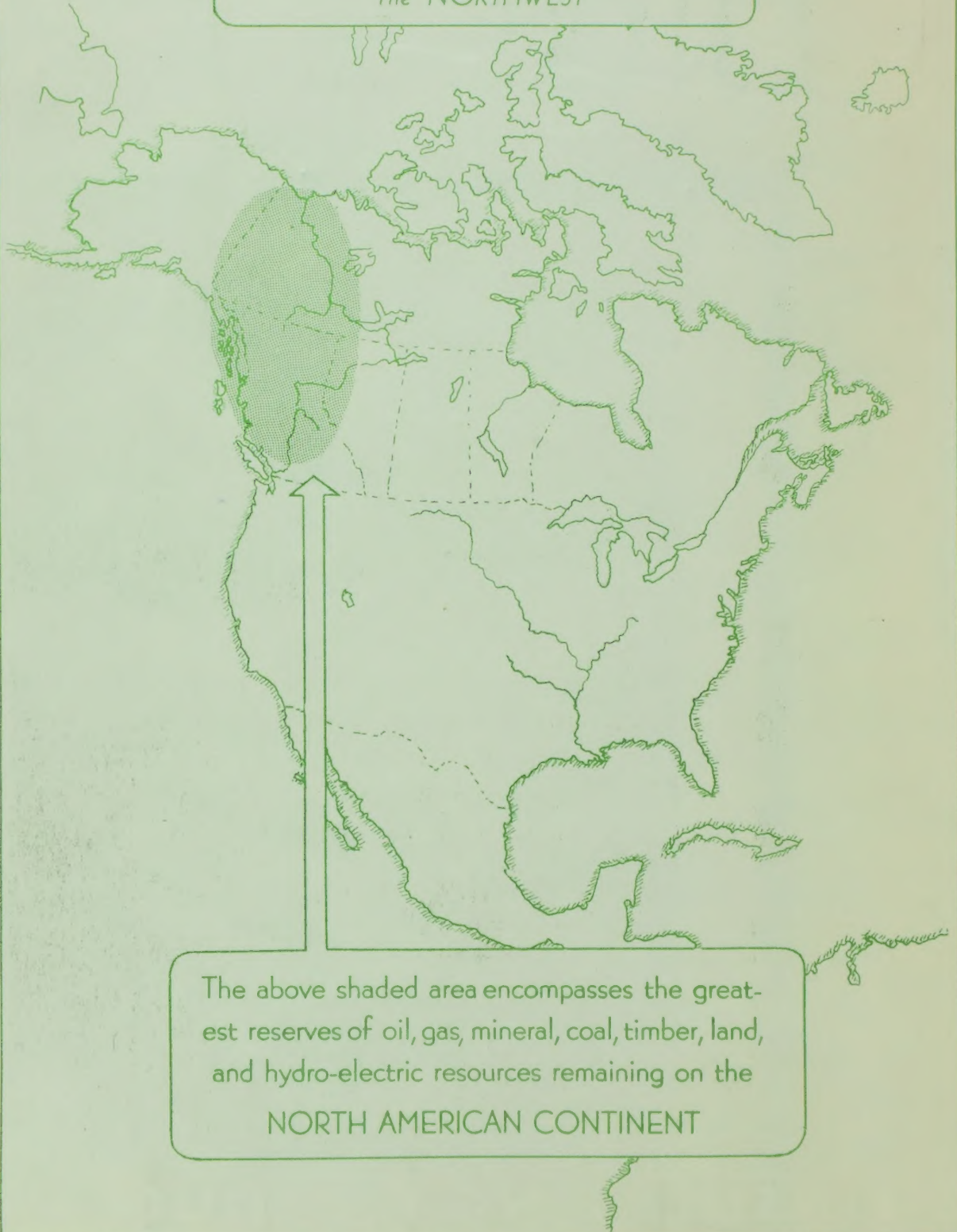


Steamer "Whitehorse" in Five Finger Rapids-Yukon

# CARIBOO & NORTHWEST DIGEST

- COVERS -

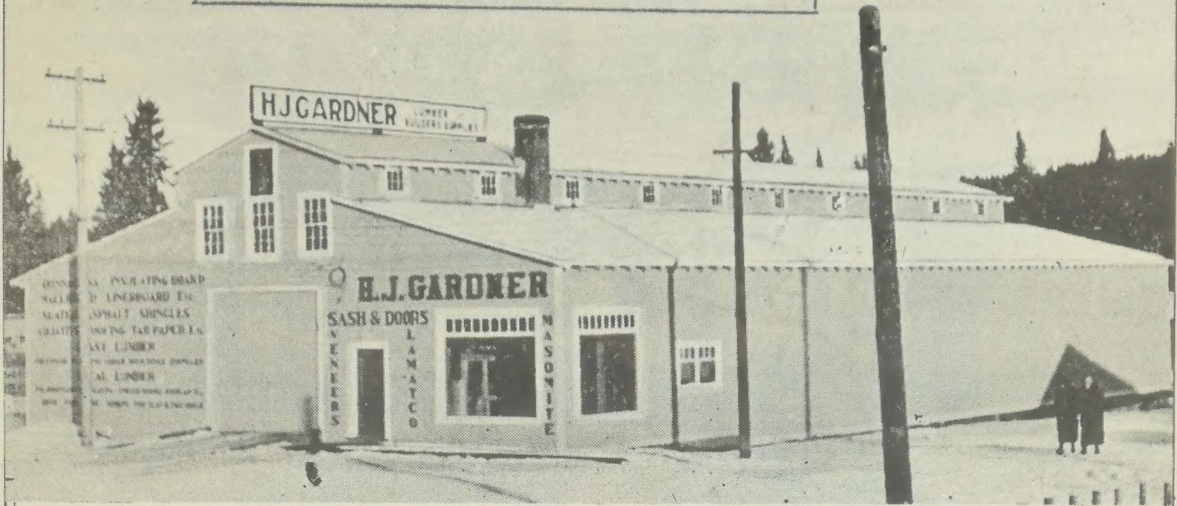
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# Cariboo & Northwest

## DIGEST



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## Editorial

*As Surely As The Sun Rises.....*

The Coalition landslide during the June provincial election, and particularly the winning back of all northern seats from the C.C.F., was something which many coalitionists glumly hoped for, but hardly expected.

Yet it was to be expected. The circumstances surrounding the recent election were totally different from those of the election of 1945. At that time (except for defense projects) the (then) government was still adhering to its 25 year old policy of ignoring the north-country, and justifiably suffered defeat at the hands of the C.C.F. Today the picture is totally different. The Cariboo Highway is being rebuilt and paved. The Hart Highway (despite bungling) will soon be completed into the Peace River. The P.G.E. Railway is slated for completion to Prince George, and a large hydro-electric project is proposed for Quesnel.....all of which are government measures and indicate that at long last the government is ready to 'go ahead' in the north.

In addition to the above, it is a fact that now, more than ever before, the eyes of the industrialists are turning toward the northwest and its abundant resources. The celanese plant under construction at Prince Rupert; the proposed aluminum plant for Kitimat; the natural gas development and pipe line from Peace River and Northern Alberta to The Lower Coast; the proposed pulp mill for central B.C., coupled with what the government is undertaking to do, all point to the fact that the northwest is on the verge of 'coming into its own'.

It is only natural that the majority of the northern voters would do nothing to disturb the trend of such developments.

There is every reason to believe that the north country is on the eve of tremendous development. In fact such development is unavoidable. The 150 million people in North America are using up raw materials at a tremendous rate. In many parts of the continent, expendable raw materials have dwindled to nothing and industry is anxiously casting about for new sources of supply. The abundant coal, oil, gas, timber, minerals, and hydro-electric resources of the northwest constitute a prize package - one of the last great reserves of resources.

As surely as the sun rises in the east and sets in the west - and regardless of what political party may hold the reigns of government - the resources of the northwest will be developed to an unprecedented extent during the next decade.....for the PEOPLE of North America NEED them.

*A Sahonovitch*

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# What Does a Guide Do For His Money?

By H. GILES

TODAY, probably as never before, Canada is making a bid for American dollars by encouraging American tourists and sportsmen. British Columbia is in a splendid position to aid this effort and by so doing be of assistance in overcoming the dollar shortage and reap much material benefit for the Province. It is doubtful if any other province in the Dominion has so much to offer as has our own province. Scenery unsurpassed and more varied than anywhere in the world and hunting second to none.

Big game hunters have been coming into the Province for years and now with roads and in some places highways and landing strips for aircraft within a very few hours from big game every encouragement should be given them. By big game hunters is meant the sportsmen and women who come for the sport and not the "pot hunters" one hears about farther south who come over the border just for meat. The big game hunter who hires a guide and spends on an average thirty days getting his bag is usually a sportsman in the best sense of the word.

A registered B. C. guide must be hired by non-resident hunters if on an extended trip to the mountains and it is to the guide's interests to see that game is conserved and not wantonly slaughtered. The success depends to a large extent upon the skill and honesty of the guides and with the B.C. system of registering guide the inefficient or dishonest guide can quickly be eliminated. Guides are registered by Game Department for certain territory and they must convince the Department that they know the district and are capable of properly equipping the party. A list of registered guides can be obtained from the Game Warden in the territory to be hunted over, or from the Game Department, Victoria.

Typical of the Peace River District guides

is Wm. Lonhurst. "Bill" is not taken as an example except for the purpose of typifying the qualifications and service of this fine body of men, whose business is your pleasure. He is 52 years of age, stands 5'11" and weighs 200 lbs. and has been guiding in his territory since 1930. He is a son of the West having been raised on a farm near Morden, Manitoba. At the age of about 17 he shot his first elk and black bear in Northern Manitoba and right then decided to take up hunting and guiding and has never regretted it. He has spent all winter outdoors in the West and says if a man is properly equipped and uses common sense it is a fine life.

He is now located at mile 147 (from Dawson Creek) on the Alaska Highway. The Sikanni flight strip is quite near the camp and it is only about three hours ride to the Halfway River in the Rockies. This territory, together with the Laurier Pass and headwaters of the Graham and Cypress Rivers is excellent hunting ground with good trails all the way to the Laurier Pass. At any time after leaving the highway game is likely to be met. Cariboo, Grizzly, and Black Bear, Stone Sheep, Goats, Moose, and Deer are plentiful.

What does a guide do for his money? The success of the hunt and certainly the comfort of the hunters depends to a large extent on the skill and the foresight of the guide and the preparations he has made well in advance of the arrival of the party. Early in the spring correspondence begins to arrive in response to advertisements or as many guides have discovered from recommendations of successful hunters or a display of their trophies. Here it should be noted that engagements should be made early, as hunting time is limited by game regulations and to a lesser extent by weather conditions. Snow comes early in the high altitudes in the North and if hunting is left until late the snow may be too deep for comfortable hunting. Only

a limited number of parties can be taken care of in a season for these reasons. For a full bag of good trophies a thirty day trip is usually recommended. A full bag consists of: 1 Cariboo 1 Sheep, 2 Goats, 1 Moose, 1 Deer, 1 Grizzly in Fall and 1 in Spring, no closed season or limit to bag on black or brown bear. The above bag is for each hunter in the party. Stone Sheep are usually wanted by trophy hunters as they are not found south of the Peace River. The usual set up for a thirty day trip with four hunters would be about 20 pack horses, a guide for each hunter, one cook, one wrangler. Before the party arrives food caches consisting of absolute necessities have to be located at strategic points. This is merely an insurance so that if the party is held up by weather or unforeseen circumstances there is no danger of a shortage of food. Pack saddles have to be checked and fitted to the horses; box panniers are provided- 2 to each horse- covered with weatherproof canvas; tents are checked over and usually one tent is supplied for two persons but this depends somewhat on the composition of the party. All equipment is collapsible, if possible, for convenience of packing. Tables of light strips and canvas which may be rolled up are usually carried as are also gas lamps and gasoline. Amongst other equipment which may be supplied but is not standard are camp cots for those who do not appreciate sleeping on spruce boughs. Food has to be figured out according to the number in the party and the days out. Food supplies carried with the party comprises fresh and canned vegetables, bacon canned meat, (but this is for variety as the carcasses of game killed usually supplies plenty of fresh meat), canned fruit and juices milk, sugar, tea, coffee, flour and cereals, to say nothing of the hundred and one sundries such as salt, spices etc., which go into making a good meal. Dehydrated vegetables are also carried for emergency. Fish is always available if the party wishes to take some time for fishing.

Hunters are required to supply their own eiderdowns, rifles, ammunition and personal effects. Needless to say these should be as few as possible and the lighter the better.

One of the main causes of headaches for the guides and crew is the green hunter who has read in a book or magazine all about hunting in the Canadian wilds and in consequence knows all there is to know about it. The guide's job is to get you in range of the game and bring you safely back to camp with a satisfactory bag. He prefers to do this on horseback rather than on a stretcher or in a rough box and will do this job well and efficiently if you will take his advice. While he is doing his job for a liv-



Moose, having a tough time in deep snow.



Part of every guide's job is to make camp.



MOOSE CAN'T CLIMB TREES, SO WE'RE SAFE HERE TILL DAYLIGHT.

ing and expects to get paid for it, he like any, other craftsman, takes a lot of pleasure in doing a job well and having satisfied customers. Unlike certain stores he does not believe the customer is always right but is willing to do what he can to meet your wishes. If you insist on going against his considered judgment and your trip ends unsatisfactorily, be a sportsman enough to place the blame on the right party.

If you think a guide does not earn his money, how about getting a job with one of them some fall and find out by experience?

# Monsieur "Pouce Coupe"

—How The Town of Pouce Coupe was Named—

W. N. 'Rusty' CAMPBELL

ON A CERTAIN grey day late in the Fall and about eighty or so years ago, a cold chilly wind was blowing about Nor' Nor' Wes' with fine driving snow flakes following in its wake as if to remind all woods folk, human or otherwise, that seasons change, and change quickly sometimes. Summer along the rivers that empty their waters into the frozen sea that was far, far, to the North was now ended. It was high time that all folk that wished to live in abundance during the long winter had taken steps to store a goodly portion of nature's bounty to tide them over the period when the rivers and streams are locked in ice and forests silenced in deep snow.

Even the squadrons of wild geese had long since flown their skyways to the southlands their honking disturbing as always, the thoughts of earth tied village and wilderness people alike

Far down one of these mountain rivers a large tributary known as the Nation river comes in from the West, mingling its clear lake colored water with the swift, muddy stream of the Parsnip river. Its mouth was and still is, in low stages of water, divided by a goodly sized gravel bar. Almost across from this junction there enters in its turn, a small stream or creek named on some maps as "Cut Thumb Creek", and others "Pouce Coupe Creek". At the time of which I write, a small low trappers log cabin squatted among the spruce trees near its mouth. It was the only human habitation, such as it was, for many, many winding miles of river trench in this great lone land.

This northern river system, now known as the "Rocky Mountain Trench", is a really remarkable chain of waterways, still little known except to trappers and prospectors, and river freighters who have business on its swift waters. It flows both northerly and southerly at the foot of the main range of the Rocky Mountains. If one was to put an engineers protractor on the map of the trench, he would find the compass bearing averaging about North 20 Degrees West from its start not far from the present small city of Prince George, near latitude 54, to the north boundary of the Province of British Columbia at latitude 60. It includes the Crooked River, Pack

River, Parsnip River, Finlay River, Kechika River and a portion of the mighty Liard River. The U.S. Army Engineers during the late war surveyed this route for the Alaska Railroad, still only projected, however.

On this chilly grey day so long ago and on the gravel bar at the mouth of the Nation River as described, a figure was working silently and intently on his task. He was dressed in trappers habit, fringed buckskin shirt, over moose-hide trousers, and on his head a fox fur cap with tail attached and hanging down his back. His long muzzle loading musket lay on the pebbles near at hand, and a cottonwood dugout was drawn far up the bar out of reach of the pull of the current. His only companion was a long, lean hound watching hungrily every move of his master, but wisely keeping at a respectful distance.

A kill had just been made of a bull moose, luckily on the gravel bar for the skinner, and the lone trapper was now busily engaged in butchering his game before the day closed in. His knife slit along the tough hide and hacked away at the tough joints, but it was clumsily done, as the hunter's hands were still stiff and cold, and the fresh blood slippery on his knife hilt. Suddenly he threw aside his heavy Hudson's Bay trade knife with a mixture of French and Sikanni and grabbed his left hand tightly with a grimace of pain. Soon he made his way down to the margin of the nearby river and bathed his injured hand in its ice cold waters. He had managed to slash the thumb of his left hand very badly, so badly, combined with poor doctoring and neglect that the then young hunter and trapper carried this conspicuous scar for the rest of his life. He eventually became known far and wide in the wilderness that was his home, as "Cut Thumb" or in French, as little English was then spoken in Hudson's Bay Territory in those days, as "Pouce Goupe".

Old "Cut Thumb", as far as I can learn from the present natives and traders of MacLeod's Lake Post, or Fort MacLeod, as it is now usually known, was a member of the Sikinni tribe, or at least was allied by marriage with them. He was born at MacLeod's Lake to which branch

of the British Columbia Indians the people belong. As a young man he trapped along the Parsnip River in the vicinity where we first saw him on the gravel bar at the mouth of the Nation River butchering his kill. His little cabin was that described at the mouth of a creek named after him, such name still being retained on the maps in both French and English.

He was a rover, and unlike his people adventured far afield to the country of strangers to the east of the great range. He followed the route of countless generations of Indians through the passes, and once on the east slope followed down the headwaters of the Pine and Murray Rivers for many miles into the hunting grounds of the Beaver Indians. The Beaver's country did not go beyond the eastern slope of the Rocky Mountains, and they were hostile to any encroachment by the people who lived on the other side of the big mountains. Indeed outside of "Cut Thumb" there is little record of any MacLeod's Lake Indian in the old days having ventured into the land of the Beavers, and returning to tell the tale. His usual route according to the old men of the village, was up Misinchinka River and over what is now known as Pine Pass, or up the trail that followed what is now Colbourne Creek, and across the high passes far above snow line.

The semi-open country on the eastern side of the mountains at this time teemed with game, and cariboo, deer, wood bison and moose were to be had with little effort on the part of the hunter. In his later years he is reported as marrying a woman of the Beavers, but nothing definite seems to be known of many of his movements. He usually kept much to himself when away in the wilderness, and was regarded as a lone wolf.

At this time the streams and smaller rivers were alive with beaver, and he eventually made his beaver grounds along a little river that rises in Alberta and empties into the mighty Peace River. In due time this small river became known as Pouce Coupe's river and now of course as the Pouce Coupe River. It has given its name to the busy village of Pouce Coupe B.C. which occupies a site overlooking its peaceful valley.

The writer remembers seeing the remains of one of his old cabins not far from this townsite nearly thirty years ago while mapping and inspecting Crown lands in this valley and vicinity.

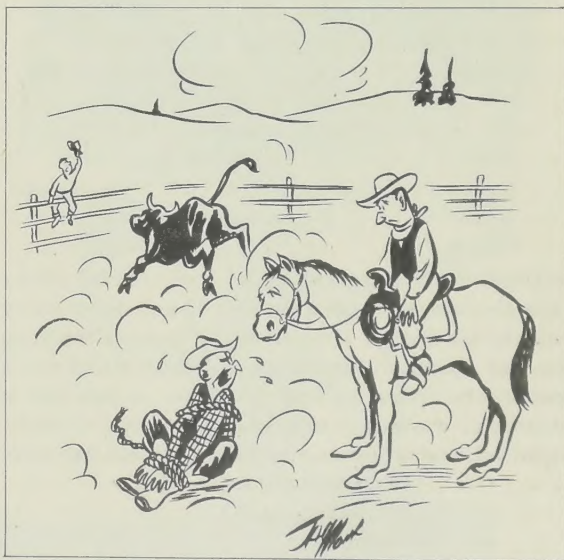
He is reported to have done considerable trading on his own with the Beaver Indians, in whose territory he was living, and so maybe the Honorable Company had a hand in it. At any rate trouble seems to have developed and he eventually was forced to return across the Mountain Passes again to the country of the

Sikinni. The Beavers even invaded the western slopes near MacLeod's Lake, and even today the older Indian people there tell tales of the fierce Beavers from over the mountains to the east. He is thought to be buried on the banks of the lonely Parsnip River in the shadows of the Rockies, but his grave place is unknown to man.

To this day around the ancient trading post of Fort MacLeod tales are still told of "Old Cut Thumb's" exploits and his great travels beyond the shining peaks.

The Hart Highway now being constructed from Prince George to Dawson Creek in the Peace River Country, passes within sight of the old Hudson's Bay Company post just across the lake which, with the old Sikinni village and the Oblate Mission occupies the same beautiful location it did when Monsier Pouce Coupe was a brave young hunter and pathfinder long, long before construction engineers had ever heard of these passes in the Rocky Mountains.

It is well that these old tales should be recorded before they and the tellers pass away forever to the Happy Hunting Grounds. They are the warf and woof upon which the pattern of history is woven.



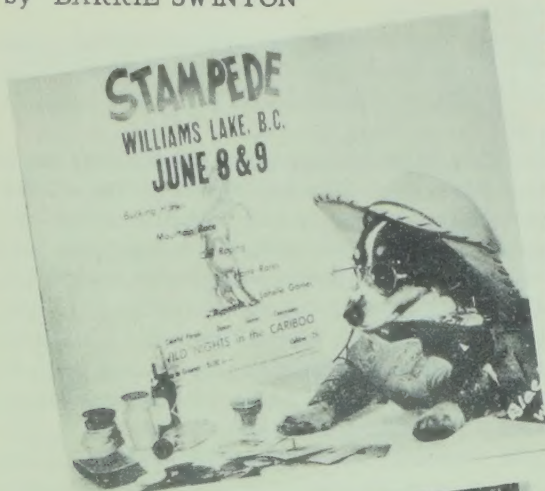
\* Never mind how it happened, just get me untied...

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# Stampede Time In CARIBOO

by BARRIE SWINTON



Float from 150-Mile House in Stampede Parade.

WHEN DAWN broke out of a perfectly clear sky over the town of Williams Lake, there were within its limits thousands of people waiting for the opening of the stampede and there were thousands more making their way to see one of the west's wildest and most exciting events. The Indians wisely brought their own accom-



Bill Twan coming in first in the Roman race.

modation with them, tents were pitched near the stampede grounds over a stretch of more than a mile of rolling hills. Many less fortunate people slept in cars, in hotel lobbies, or bunked up with quickly acquired friends.

Williams Lake is a natural for a good stampede. It may soon rival Calgary as the



Willie Crosina tackles a wild-un.



Natural amphitheatre adjoining town to the south in which the event was held.

stampede town of the west. Situated in the heart of the Cariboo on the Cariboo Highway it is within easy reach of the vast Chilcotin rangelands, as well as, the Shuswap country to the south. From these areas come some of the finest performers that can be found anywhere.

One of the unique features, and one of the greatest assets of the stampede is the arena. Only about a mile from the town itself, the performers arena and race track are right in the bowl of the most perfectly shaped amphitheatre, with accommodations for thousands of cars from which spectators can see every event perfectly and in comfort. With the beautiful Cariboo scenery and its technicolour skys as a backdrop the setting is unsurpassable for beauty and convenience.

The most breath-taking show of the whole stampede was the mountain race. The riders take their positions more than half way up the mountain, to come down in one of the most dangerous and spectacular races ever staged. This may prove to be the biggest drawing card in future years.

Included in the stampede were riders and horses from the length and breadth of the great Chilcotin, the far reaches of the Cariboo and



Louis Bates, who won the award of being the best all around cowboy of the stampede.



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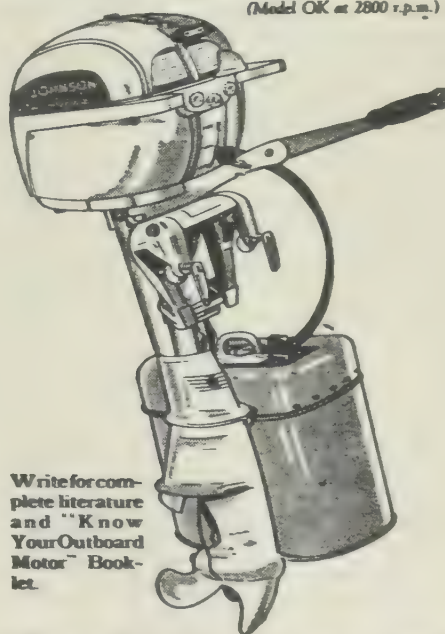
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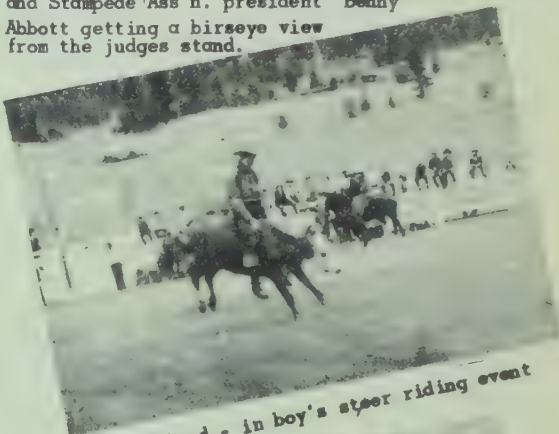
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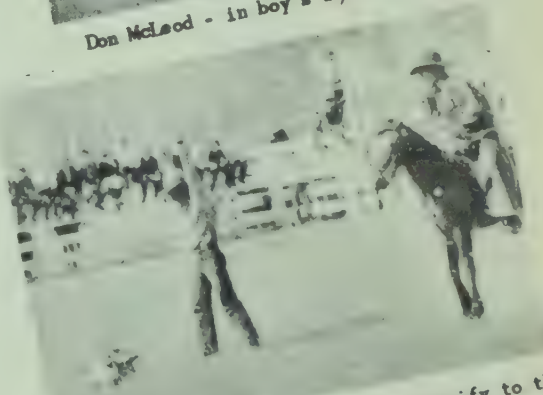
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Mrs. Ellen Harris, popular C.B.C. commentator, and Stampede Ass'n. president 'Benny' Abbott getting a birdseye view from the judges stand.



Don McLeod - in boy's steer riding event



Red McKew holding his hands up to signify to the judges that his calf is tied up.



A close finish in the business men's race - won by Bill Sharp on the left.

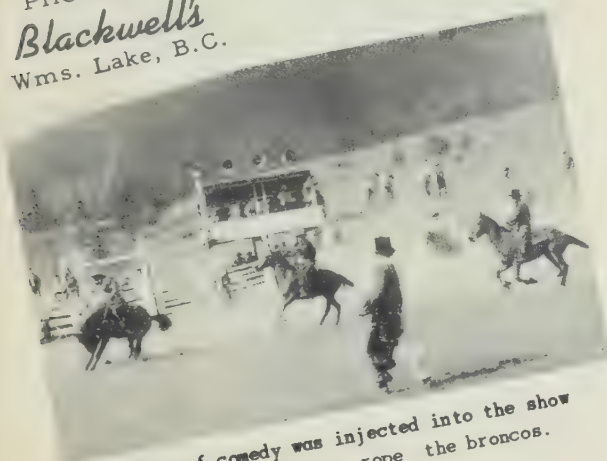
the ranges of the Shuswap country.

Here the historically militant Chilcotins meet the Shuswap Indians to bury the traditional tomahawk. The frightening exoticism of their frenzied dances, to the roll of drums in the dark of the two nights of the stampede, with their fires burning near their teepees, scattered over the panoramic landscape, is a new experience strange and strangely satisfying.

When I walked out of one of the towns three hotels on the morning of the second day, a tired cowboy greeted me with a, "Is there anybody in your bed pardner?" There was. And when I went further down the street to where my friend had parked his car, I found that it was occupied too!

After mixing with the crowd of people who make and visit the stampede, the big hats, the cowboy shoes and spurs, kerchiefs, and tight pants one goes away as from a stage set of a western movie.

PHOTOS BY  
*Blackwell's*  
Wms. Lake, B.C.



A touch of comedy was injected into the show  
by clowns attempting to rope the broncos.



Annie Paxton, Hamceville cowgirl demonstrating how  
to rope a calf.

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# The Grizzly



## Counts To Ten

By LEE STANLEY

### Note to Editor:

The incident upon which this story is based may seem improbable to the casual reader but it really did happen to a cowboy I knew in Banff and he was still shaking when he told me about it the next morning. Remember bears, grizzlies especially are unpredictable animals. I know! I was on the trail east of Lake Louise one fine autumn day when, not five miles away, a female grizzly with two cubs attacked and mauled C.P.R. photographer Nick Morant and his Swiss guide so badly they were both hospitalized for months and the guide was never completely well before his death within a year. I don't mind admitting I've had cold feet in Silver Tip country ever since!

"GRIZZLIES aren't like most bears," said the Warden. "You take a brown bear, or a black one. Now, he's curious, he likes fun and he and he likes sweet food. He can be mischievous as the devil- even dangerous if he's crossed. And destructive? Boy! You should have seen the Half-Way house after a Cinnamon ripped off the shutter last spring! It was the awfulest mess I've seen, tins ripped open stove pipes down, even the chunk of bacon I had dangling from the ceiling was hanging in in rags. The bear'd jumped it from the bunk. Now a Grizzly, he wouldn't have bothered with the cabin. He'd have passed it by for a nice juicy meal of field mice, or a mess of wild strawberries."

The Warden carefully butted his cigarette on a small, round stone, felt the tip with a yellowed forefinger, and tossed the crumpled remnant into the narrow, meandering stream which ran through the alpine valley.

"No, sir," he said, "don't pay no attention to those old tales about Grizzlies. You mind your business and he'll mind his, nine times out of ten."

"But what of the tenth time?" I thought as I watched him ride down the mountain trail



out of my sight. My horse and I were used to the prairies, and while I'd contracted to work for the Beaver Transport Co. of Banff during the spring round-up at Rocky Mountain House, I hadn't planned on making a fifty mile trip through Grizzly country to get there.

I suppose I wouldn't have worried so much if the cowhand I left at Louise hadn't told me, as he gestured at the Range I would be passing through,.....'That's Silver Tip country. You know what Silver Tip is? That's the Indian name for grizzly. A guy at the Museum in Banff told me that running on the level a good-sized grizzly can outstrip a horse. One swat of his paw and he can break a man's back. Good thing they're peaceable critters, isn't it?'"

"Yes, Satan," I muttered to my horse as we started up the trail. "There's nothing to worry about. Just remember..Grizzlies are peaceable animals, nine times out of ten!"

After all I'd heard I was anxious to get as far through that district as possible before nightfall. Now I'm not a tenderfoot and I can hold my own with any sort of bronco, but I figured this bear business just wasn't civilized. If I'd been allowed a rifle, or even a

twenty-two to scare away the brutes---but the Park laws were against carrying any weapon except a six inch hunting knife, if you could call that one.

"I guess the Government wants the grizzlies to have a fighting chance, barehanded with us cowboys," I thought, as I fingered my 'weapon'. "Pretty soon it'll be a toss-up who the country belongs to, the bears or the poor guy who has to go through it!"

It was rough terrain, sharp boulders in the path and huge roots the horses could hardly scramble over. The pack horse seemed to manage better than Satan, because he'd been raised in the mountains. The cowboys swore all these horses had one leg longer than another like side-hill gougers, from grazing on the steep sides of the hills.

Suddenly Satan shied and began to buck so violently the pack horse behind nearly jerked my arm off. I knew he'd contacted something up-wind and I put my spurs to him, yanked the lead horse and got them into line. We got out of there as fast as we could, up Resolution Pass, and down into Marmot Valley.

"You'll find a good camping spot at the, north end of the lake," the Warden had said. "There's some mighty swell trout fishing there but don't let me catch you at it...remember its ten days till the season opens on June 21.."

"He was a good guy," I thought as I hobbled the horses and made a fire. "I wish, he'd been travelling this way."

I was to wish that many more times that night, for no sooner had the sun gone down and the long mountain twilight deepened into the blackest night you ever felt than I began to hear Noises. Usually in the mountains there aren't the small noises there are on the prairies, or if there are, the silence drowns them out. But all the sounds for miles around-seemed to gather for a concert for my benefit As I lay inside my sleeping bag, placed in the exact centre of the company tent, I could identify the lazy slopping of the lake on the rocks, the occasional tweak of a pine branch as it rubbed its trunk, the lonesome, sleepy



"Yeah, the cost of living sure is high, but it looks like everything will be coming down soon."



I guess that it's just that we're such likeable fellows'

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"Whoooo-eeee" of a night bird and the receding chumping of the horses.

"I hope they don't graze too far," I thought, "I may need them in a hurry."

I must have dozed off for when I awakened my ears were thumping and my skin was hot. Had I heard something sniffing? Was there something rubbing on the tent? It was seconds before I could muster up nerve to reach for the flashlight, and when I turned it on there was a pounding silence around me while whatever animal there was outside making the noise, stopped, surprised by the light.

Suddenly one corner of the tent sagged and sprang back into shape. Something had stumbled into the guy ropes!

"Perhaps it is a chipmunk or a squirrel. I tried to reassure myself. "No, the noise is too big for that. Perhaps it's a deer or a mountain goat that's been attracted by the smell of salt."

Just when I had decided the nuzzlings and rubbings were definitely goat there was a scraping sound in the corner of the tent near the door. Under the canvas appeared the whitest, longest claws I had ever seen, followed by a paw so huge and hairy and brown I had little doubt as to what was behind it.

"Oh, God," I thought. "What should I do now? Probably only the strangeness of the tent is keeping that grizzly out. I wonder if I should lie perfectly still and pretend I'm dead?"

But I knew my nerves were not equal to that, and besides, if I had to go down, I wanted to go down fighting.

The exploratory paw was being followed by another. I sat up in bed and grabbed my cowboy boots. Taking careful aim, I hurled one at the hairy brown paw which disappeared miraculously. There was a lumbering sound outside, followed by a convulsion of that corner of the tent.

"Now," I thought, "If you're going to attack me, come in and do it!"

But there was a long silence. I pictured the bear sitting there, perhaps licking its shins and sizing up the situation. After quite an interval there was a rustling scrape in the corner of the tent opposite to that in which his paws, had first appeared. Quickly I scrambled out of my sleeping bag, retrieved my boot, and when the long white claws appeared, took aim and fired again. Another direct hit and another withdrawal.

With a single swipe the bear could have brought down the entire tent about my ears but luckily he didn't realize that. He kept making forays...I'd throw my boots at his paws the minute they appeared under the canvas, and he'd withdraw. As soon as they disappeared

I would scramble after my precious armament.

We repeated this time after time. It seemed an interminable night and hundreds of times I thought for sure the bear would lunge through the canvas and rip me so horribly I would die, I hoped, quickly. But the bear limited his attacks to explorations with his paws and an occasional blood-curdling growl when my boots landed.

I don't know how long in actual time the attacks lasted. Really it couldn't have been much longer than a few hours (if that) for the flashlight burned brightly (and I think the light helped to restrain the bear) until the first light of false dawn shadowed the huge bulk of the animal against the canvas, and he retreated.

I was weak with the exhaustion of fear, and I waited a good hour after the noises subsided before I dared poke my head between the canvas flaps.

Without even waiting for breakfast, I rounded up the horses, packed my duds and was on the trail by six. I grabbed some hard biscuits on the way and except for watering the horses

the horses I didn't stop till I hit the warden's cabin ten miles out of Rocky Mountain House late that night.

I was right glad to bunk in with him for the next few days while I used his cabin as headquarters for my round-up, and I was also mighty glad I couldn't take the shortcut over by Marmot Lake going back with the great bunch of horses I had to wrangle.

The day I was leaving for Banff with the horses the wardens sub. rode in from Lake Louise over the same route I'd come in on.

"See any grizzlies?" I asked.

"Why do you ask that?" he countered, I told him about the experience I'd had that night in the tent, throwing my boots at those huge brown paws.

"That's a funny coincidence," he said.

"What date did you say that was?"

"June the eleventh," I replied.

He thought a moment and then he said, "Well one day later, on June the twelfth a large female grizzly attacked an artist in broad daylight just three miles west of Marmot Lake. Nobody knows if he bothered her or if she just took it into her head to be mean. She mauled him so badly he never lived to tell."

"Yes," I said, "The warden I met on the way in told me that nine times out of ten a grizzly will never attack you. I guess my number must have been 'nine.' .....

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# Outlaws NEVER Forget . . . .

By

RONALD GORDON-CUMMING

CALGARY WAS DECKED out in full gala array as befitted a stampede town where the finest and gamest cowboys in the world would throw their hats into the ring and ask for no quarter. Eighth Avenue was crowded with the visitors. Spurs jingled merrily as high-heeled riding boots clicked sharply on the pavement. The swish of chaps, the smell of leather, the broad stetsons and black Mexican sombreros stood out everywhere. Cowboy and cowgirl... the latter in brief buckskin skirt, with fringed, and beaded jacket... the ranch hand off work for the day, the railroader and the businessman, all were to be found on the streets, and lively "Howdy's" or profane salutations passed back and forth in greeting among those who as friends of former stampede days met again. Tourists there were in countless numbers from everywhere on the continent, drawn by the many attractions and the mounting excitement of the celebrated stampede. Good fellowship prevailed. Drinks and cigars changed hands and of money there was plenty, for the cowboys are free spenders and noted for their generosity.

Along toward noon the milling crowds as one man began to stream out to the dusty fair grounds leaving none in the city but those engaged in absolutely essential work. A millionaire cattle king, a director of the stampede, had allowed it to be known that he had made a standing offer of five thousand dollars cash to any cowboy who could stay the limit on Cariboo Cyclone, a black horse that so far had never been ridden. All Calgary to a man knew this invincible animal and many a cowboy to his shame and disgust had met ignominious defeat on attempting to conquer him. There had been broken legs, arms and ribs, cracked skulls and various other scars of battle. The big Parade would be led off by the Lieutenant-Governor and his lady and then would come



the Mounties, the Army and Navy, the City Police, the Bands, the chuck-wagons, the big and little cowboys, the Indians, the stage-coaches of other days and all the colorful panoply and pageantry associated with pioneer times.

One could readily enough tell the old-timer from the greenhorn, the genuine cattleman from the business, by a certain cleancut, bronzed, outdoor look and the easy grace of his stance in the saddle. Youngsters, elderly people, lovely girls in their 'teens, tall men and short, all flaunted cowboy garb for this outstanding occasion. The Fair Grounds were jam-packed with humanity, good-natured and law-abiding if exuberant. The horse corrals were filled as polished leather, shined metal, or rubbed down their mounts. From every building flags flew and the bands played gaily. The great stampede was on!

Around the corrals and stables newcomers were conspicuous as they stood alone, nervous and ill at ease in their strange surroundings while by contrast groups of laughing cowboys betokened those who had been there before in previous years. The judges took up their position on the stands especially provided for them. Starters, course steward, and handlers for the chutes already had taken up their positions. The chuck-wagon race had been a thrilling event. The bull-dogging and the wild-cow milking had brought many of the recognized favorites as winners. But the big event of the entire show was self-evident in the minds of all. Who would accept the challenge to ride the Cariboo Cyclone and win five-thousand dollars and the title of Champion Bronc Rider of North America? All the old hands had tried at one time or another --tried and failed. It did not seem possible that one solitary black horse of unknown ancestry could continue to defy equine the aristocracy of a continent.



He was not a killer as some of the famous outlaws had been. He merely refused to bow his proud head to the dictatorship of man by permitting any man to sit astride him and ride till the time limit was called with a whistle-blast. The little blast was rangy in build yet he betrayed no sign of meanness. In the corral he was gentle and even when the saddle was being slipped on his back while in the chute, but once the gate was opened he was all hell and damnation on hoofs until the luckless rider had been thrown. Then as if by magic he subsided into a gentle, tractable creature once more. Among the other animals he was easily identifiable by the white blaze on his forehead; otherwise he was coal black, a veritable phantom of the night. Many paused to look at him, aware by hearsay of his vile reputation. About his actions there was nothing subtle or underhand. He simply beat his riders by a succession of sledge-hammer blows which loosened teeth and shook every bone and fibre of the body. He would not sunfish or belly-weave or roll over backward on his rider. He merely shot forward in a series of wild leaps.

When the challenge event was announced only three appeared at the judge's stand to accept it; a cowboy from Wyoming, another from Texas, and a fair-haired youngster from the Interior of British Columbia, whence too had come the indomitable wild horse. The trio drew lots for first place, The Texan taking the honor. He climbed on to the rails of the chute, gently-eased the saddle on the horse, tightened the cinch and climbed on himself. With a wave of the hand he signaled to open the chute and as soon as the bars were withdrawn he was off like a flash. The accompanying roar filled the arena. But one leap in the air and the little black came down on all fours with his back arched like a bow. The crunch of bones could be heard as the rider tried to brace himself for the shock and then he shot forward in the air over the horse's head. He lay quite still. Attendants quickly picked him up and whisked him away on a stretcher. The rider from Wyoming fared little better although he remained on until the fourth trip-hammer blow unseated him. Then it was obvious he had had enough and he limped badly as he made his exit.

The last and youngest was the boy from the Cariboo. He was simply dressed, in a work shirt, blue overalls and a wide-brimmed black stetson with a leather band bearing a Diamond V roughly burnt into it and representing the cattle brand of his home ranch. He was broad rather than tall, with hair that had once been very blond but was now turning darker and with a pair of penetrating blue eyes. He seemed shy of the crowd but by no means hesitant or

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afraid. Quietly he slipped up to the chute and for a moment or two he appeared to be casually examining the neck of the black horse. He wore a puzzled look.

The Kid's mind slipped back to a Cariboo spring eight years before.....he had been out looking for a break in the line fence with the intention of mending it. His alert ears suddenly became conscious of agonizing cries of pain from a horse in a small ravine to his right. Stealing up quietly he came upon a scene as unpleasant as it was unexpected. There on her haunches mortally wounded sat a wild mare trying to protect her colt from the savage attacks of a cougar. Her belly and sides were slashed by the sharp claws but her colt, save for a slash in its right shoulder, had escaped the force of the wild beast's blow. The uneven battle couldn't continue much longer, the Kid could see, for the mare was completely exhausted. The little colt, midnight black in hue, with a white star in the centre of his forehead, although frightened, was gallantly trying to aid his stricken mother.

Bringing his rifle to his shoulder the Kid drew a fine bead on a spot just behind the cougar's ear and fired. The beast uttered one long piercing scream, stopped still a moment before leaping into the air and then fell on top of the colt, which was borne to the ground by the impact. The Kid approached the mare's side and knelt down to pat her foam-flecked nostrils from which blood oozed. She did not remonstrate but tried to whinny and the sound came as a choking gurgle in her throat. Her colt bravely struggled to his feet and now stood back menacing the Kid, his proud little neck arched and one foot held up as if to say: "Don't come any nearer. I don't trust you--yet." The dying mare rolled her eyes alternately at them as if trying to say: "What's going to become of my baby now?" With a final supreme effort she rose to her four legs and tried to nuzzle him but the effort was too much for her waning strength and she staggered and fell at the colt's feet. Her body gave a shudder or two and her



brown eyes closed. Sh had gone to greener pastures.

the colt, sensing the gravity of the situation, sidled up to her, thus reducing the gap between himself and the spot where the Kid stood. Again the Kid knelt down and he held out his hands pityingly.

"Well, son, you'll need another partner now, won't you?" he murmured, soothingly "I ought to know how you feel--lost my own mummy when I was only five. Can just remember her, thats all. Died when I was just a colt, like yourself. Sure ought to know how you'll miss her, son. A feller sure needs a friend when he's so little. Come on over here an' let's try to be pals. Gee, I won't hurt you, son. I love horses. Come, won't you trust me?"

Reaching into his pocket he drew out alump of sugar he habitually carried in the event he should happen to run across one of his many wild animal pets. This he held out to the colt in his left hand. Looking first at his dead mother, then at this new friend, the little animal at lenght seemed to make up his mind and he slowly advanced until his breath fanned the boy's face. The Kid put his arms around the little creature's neck and in this moment a mutual love was born. Motionless, the colt appeared satisfied he had found a new friend. Presently he rubbed his soft furry, face against that of the Kid. They remained like this for a moment or two until the Kid realized that he had work to do. With his tools and the rifle he set off again in search of the break in the fence, the colt tripping along unafraid at his heels.

The job finished, they retraced their steps the Kid leading the way to his two-room cabin in a clearing just off the road. The inquisitive little beast followed him into the log stable and to an empty calf stall. Into this the Kid forked some wild slough hay and the colt lay down on it. In no time he had closed his eyes and was asleep. He had found a temporary home. Little could either know that Fate was soon to separate them. During an enforced absence of the Kid the colt, heartbroken, severed his ties with civilization and returned to the wild.....

Memory next drew the Kid back to the night when the Old Timer, the one real friend he had, left for the Coast for good, too ill and worn to face further hardships of the pioneer existence. It had been lonely then, terribly lonely, but the Kid had stuck and worked hard to get ahead. For he had two incentives: there was a girl ready to say 'Yes' to that question she knew he intended to ask her soon, and with a good wife on his ranch the Kid could offer the Old Timer a home with modest comforts-- the home he had always dreamed of but had never quite realized.

He owed the Old Timer a lot that he seemed never to have been able to repay. He had known the first love and security in his life that night the Old Timer had found him--broke, hungry, sick and friendless in the great city--and had taken him home and fed and clothed him. Later it had been mainly for the Kid's sake that the older man had returned to the Cariboo and taught school so that he might finance the Kid and establish him on the place.

The Old Timer never complained. His whole existence seemed bound up in the Kid's future. It was as though the dream of a son of his own were thus realized. The foremost surgeons in the city had been called in to examine the Kid's back, injured in a childhood fall. Association with the educated older man had done much to make amends for the Kid's neglected schooling for he had quit his home in a backwoods Ontario community and drifted west while still a mere youngster. At last had come the opportunity to square the account--Ride the Cariboo Cyclone in the Calgary Stampede and win five-thousand dollars! With that he could marry Jean his sweetheart, and he could give the Old Timer a home at the same time. The Kid scarcely dared dream of all this happiness yet the thought of it was the motive power urging him on. He wrote the letter that caused the Old Timer to blink in amazement, rub his eyes and read again as if unable quite to believe the words. Yet in his heart he knew, had always known, that there was good stuff in the Kid.

This is what the Kid wrote to the Old Timer: "Dere Old Man: Hope you are O.K. as I am too. Got yur letter and parsels all right. Shore was glad you remembered me. I got a fine chans to pick up some ezy munny if my bak doan play up on me. If I fale an doan make gud an anythin' happens to me I jist want you to no I think the world of yu. U alwas been a squar shooter an yu nevr let me down. Wish me luck. Mayb I nede it, said u alwas praid for me so gess yu can do it now. If I win I got a big surprises for yu.

By, by.

The Kid.

P.S: Jean sends her luv too.

.....  
The boy from the Cariboo smiled as he bent over the neck of the black horse. In fact he seemed to be talking to it intimately before slipping his western saddle and the blanket into position. The horse never so much as stirred during these proceedings. Sliding into a sitting position the boy reached forward gently to grasp the reins in his left hand, signalling with his right to the handlers to open the chute.

From an upright sweep of his hand he brought it gently down on the animal's neck at the point where he had been examining it

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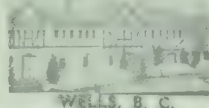
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and leaning slightly forward he urged the horse out into the arena. This time there was no trace of fear or of panic. With a light bound the black darted forward and began to race around the enclosure as if he and the rider had formed some mutual agreement. The crowd roared and rose to its feet in sheer amazement.

"Ride 'im, cowboy! Ride 'im, boy! Dandy work, Kid!" The cries went up from every corner of the arena. People stopped dead in the middle of a conversation to gaze. Lifting his black hat high, the Kid waved to the delighted crowds and then gently tapped the flanks of his mount with it. More and more cheering. Round he flew, the black horse obedient to his every whim, until the whistle blew, and time was called.

The Kid from the Cariboo had met the challenge of the Cariboo Cyclone and had conquered!

Calmly he rode the horse to the gate leading to the stables, dismounted and went to the animal's head and began to pat it. The horse seemed to know him for it nuzzled his head against the boy's cheek. One of the bystanders ambled up.

"Say, young feller," he began, "what in tarnation you done to that there outlaw--hypnetized him er what in thunder do you call it? Boy, you sure stuck."

The Kid from the Cariboo grinned shyly, and for a moment did not answer. He and the Cariboo Cyclone seemed to communicate with each other as though sharing a secret. Then the boy said slowly: "Hell, no, mister. There ain't no hypnetizing about it. You could just call it a Magic Touch. He must have knowed we was both from the Cariboo. Say, be shore to come up and see for yourself what stickers we are up there. Even the hosses know how to stick to us, eh Cyclone? Well, someday, maybe we'll be, seein' you. So long till then, mister."



# The Stage Ran Late . . . .

By FRANK WOOD



THE HEAVY wooden wheels creaked on their well-greased axels as the stage coach lumbered up the last pull of the grade.

"Hyst, now," shouted Terry, his broad Irish brogue ringing out over the wasteland, "lay into your collars, ye lazy spalpeens. 'Tis a short haul ye have now, then down grade to your hay and oats."

The long whip flashed out with a practised flourish, but the pop of the exploding lash broke three feet in front of the leaders instead of back of their ears as intended.

"D-a -am," muttered the driver, as the horses drew back, almost stalling the heavy stage coach, "a six-horse whip they give me, and a four horse team. Hup there, Diablo, Mercedes -- ye'll git your wind when we top the rise."

It wasn't a very steep grade, though a long climb before topping the hill for the seven mile run down to 100 Mile House, next stop on the stage route of the old Cariboo Trail in 1910. Beyond that, a distance of some nine miles lay the relay station and end of the run for Terrence O'Malley, relief driver and pretty much of a green horn to this wild interior country.

"Hold up now, and breathe yourselves," he called, pulling on the long brake handle and wrapping the lines around it, while he reached in his pocket for a fresh chew. "Sorry it is I am now that we're running without passnegers this day, me four-legged friends, though divil a bit you'd care if me coach was full of coleens.

And it was then that the solemn, brooding silence of the late afternoon was shattered with a piercing scream.

"The divil," shouted O'Malley, grabbing the .30-30 from the boot and leaping to the ground, never touching a wheel in his flight, "sure 'tis a woman in distress if iver I he'erd one. To your rescue, lassie," he cried, his rich Irish voice raised to an echoing shout. "Is it trouble you're in. Scream agin lassie, whilst I find ye."

Down through the flat he plunged and up the other side into the open bush and scrub pine bordering the trail. Never a thought did he have

for his stage or his horses. With his romantic Irish heart thudding in his chest, young Terrence O'Malley scouted the bush, wild dreams of rescue and romance through his brain.

Then he saw them -- two cold green eyes, gleaming balefully through the fast gathering dusk, from the lower branches of a stunted tree. Like a dash of cold water on his spine it was.

"Cougar," he muttered in disgust as the carbine came up to his shoulder. "No coleen at all, at all. Just a dirty old wild tom cat!"

With the echoing blast of the gun the eyes disappeared, but whether it was a hit or not, O'Malley was never to know. With the dying down of the gun blast there came another sound -- the creaking of wheels and the rumble of a vehicle in motion, growing rapidly to the crash and rattle of a four horse stage in full flight.

Groaning dismally, Terry retraced his steps. Where he had left his stage in his wild dash to rescue an unknown maiden there was now no stage at all. There was nothing. Just the long dusty, trail, leading into the gathering dusk for the next seven miles. A long trek, thought Terry, hitching up his belt and shouldering the short carbine, but sure and it could be worse.

"Divil a bit I care," he muttered, "sure 'tis a bit of a hike indeed indeed, but I've a fresh plug in me pocket and all the time in the world."

"Wass malla, stlage go clazy," shouted Wong Kee, bursting into the log cabin which served as an office and stage depot at 100 Mile House. "Stlage no stopee. Alla samee go by like hellee. No dliva," continued the Chinese cook, hostler and general help, addressing his remarks to the sleepy individual who sat with his feet on the little table.

"Waal now Wong," drawled the unperturbed depot manager, without even bothering to remove his feet, "I reckon that crazy Irishman gone an' got himself lost-- mebbe kilt. Reckon you better saddle Nancy and go catch that stage. Those cayuses'll run clean down to the relay station without stopping if they can. Might cause a lot o' trouble for O'Malley, if so be'in he's still alive. Look alive, you slant eyed heathen,"



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he suddenly exploded, bringing his feet down with a crash. "Catch that outfit and then saddle a lead horse and go look for O'Malley!"

§§§

In the middle of a song he was, gay young Terrence, when the beat of horses mingled with the beat of his heart as he carolled forth his love for the coleen with the laughing Irish eyes.

"Sure now and its a sight ye are for sore eyes, ye son of the Orient ye," he shouted lustily as Wong Kee drew reign, "an me poor tired feet appreciate the sight of the nag you're leading. Now tell me, sure and phwat happened to me stage and horses?"

"You lide like hellee," said Wong. "Me. I too ti-ed."

"But where's me outfit?" asked Terry.

"Me catchee stlage. Take back to post. Mebbeso allitee. Mebbe you have bloke wheel, mebbe lose nut. One, two, thlee hou's late. No matta. You fix, I think."

And that is the way it was. Without doubt Terrence "Lode like hellee." Picking up his team at 100 Mile House, stopping only long enough for a stiff drink of trade whiskey and a fresh chew, he tooled his team into the relay point nine miles beyond.

"And where the h--- have you been?" snarled the depot manager, sarcasm dripping from every syllable.

"Sure now," said Terrence blandly, "and you can't run a stage in this grand country without nuts on the wheels. And 'tis a fact there was a nut on the stage responsible for this nights delay. 'Tis lucky you are that me and the stage, got here together at all, at all. So ye'd just best change horses, me man, and get them on their way or there'll be more delay to the mails. And we can't delay His Majesty's mail, now can we?"



We may be here for quite a spell ....she's determined to have the last word'

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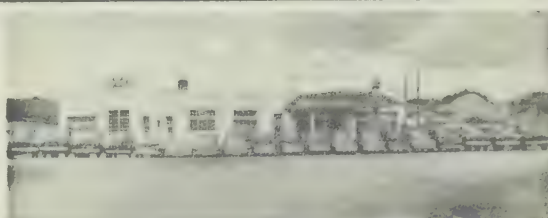
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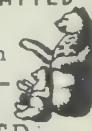
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## CONST

### DEFENCE

At Whitehorse, Y.T., completion of a 200-home project is being rushed. The houses are being built on the hill to the west of the town and air-base (largest in the Canadian North west), will cost from 8 to 10 thousand dollars each and will house army personnel—another part of the defence authorities' plan for strengthening Canada's northwestern bulwarks. Although from two to three million is being spent on the project it has not 'boomed' business in Whitehorse. Said one businessman, "It's being done mostly with imported labor. The men know they are here for only a short time—and they're not spending."

### HYDRO ELECTRIC

Construction of a small hydro-electric plant is being undertaken by Yukon Electrical Co. of Whitehorse. The plant will be located on Porter Creek about four and one half miles west of the town. Plan calls for diverting the waters of Fish Lake (7 miles from site) through old abandoned (mining) ditches, which will provide a 300 K.V.A. pilot plant using a Pelton wheel with a 430 ft. head. Power thus generated will be little more than half that now generated in the 640 h.p. diesel plant, but no increase in hydro power is planned for 5 years, or until sufficient data has been gathered to establish the year round maximum potential h.p. available which is believed to be approx. 1500 h.p.

United Keno Hill Mines manager H.B. Hicks, stated that his company and the Federal Government may jointly undertake the construction of a million dollar 2500 h.p. hydro electric project on the Mayo River, 25 miles from Mayo Y.T. Preliminary surveys for the company were completed last fall by W.G. Stuart who directed construction on a similar project north of Yellowknife on the Snare River. B.C.'s proposed 5 million dollar hydro project 8 miles from Quesnel River is as yet only 'proposed'. While on a speaking tour through the 'hinterland', Premier Johnson, in trying to cheer the voters of Cariboo into the coalition fold by telling of the huge pulp mill development which followed in the wake of the hydro construction at Campbell River, ended rather lamely by stating, "I'm telling you this merely to illustrate what to expect following the construction of the hydro electric on the Quesnel River....OR WHEREVER IT MAY BE BUILT IN THE NORTH COUNTRY." Minister of Public Works Carson was not so direct. He merely stated that--negotiations--were under way in regard to certain placer mining leases, which would be flooded, and

# CTION

that the discussions with the Pacific Salmon Commission were progressing. (The Quesnel River is one of the Main salmon streams in the north.)

¶ In view of the rather indefinite nature of the above remarks of Premier Johnson and Public Works Minister E.C. Carson, reports made to newsmen by Dr. W.B. Burnett, president of Cariboo Gold Quartz Mining Co. (Wells B.C.) are strange to say the least.....Dr. Burnett said.....".....the government was definitely proceeding with a power plant at Quesnel and that the Cariboo Gold Quartz would be the chief customer....." (News Herald - June 3/49)

¶ When Minister of Fisheries R.W. Mayhew stressed the manifold benefits of cheap hydro-electric power at a (pre-election) gathering, in Quesnel, he was asked point blank by a listener-why the Dept. of Fisheries always seemed to oppose every hydro development. The Minister's answer, "We do not oppose. But we do like to be consulted. And in the case of the Quesnel River Project, consultations are now in progress."

¶ The vagueness of the whole proposal coupled with the fact that neither Cabinet Ministers, the Premier, nor the B.C. Power Commission will commit themselves to a definite statement that the project will go through, has retarded industrial development in the Quesnel district. This is notably so in the case of the Western Plywoods Co., Ltd., which company purchased ground two years ago in Quesnel for the purpose of establishing a plywood plant there. Plans and specifications for the plant (calling for a 1,000 h.p. - \$100,000.00 steam-electric plant) had been completed. Construction was to begin this spring. The company is now awaiting a definite statement indicating whether they will or will not be able to purchase cheap power from the proposed hydro-electric plant.



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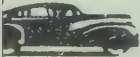
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## CONSTRUCTION

### PACIFIC GREAT EASTERN

¶ Construction of the B.C.-owned P.G.E. Railway from Quesnel to Prince George has every appearance of being a long drawn out affair. In the three months following the governments' loudly-announced decision to complete this link, a base camp for surveyors was established on the outskirts of Quesnel's golf course and some surveyors and assistants have been employed in re-surveying the route to be followed through to famed Cottonwood Canyon-some 20 miles to the north. Tenders for construction of the first 14 miles have been called for.

Old timers at both ends recall when work trains chugged forth every morning and there were but a few miles to complete near the half-way point-and the Cottonwood to be spanned... In 1922 the project was abandoned, millions of feet of timber hauled to the site of bridges, left to rot, trestles rotted and toppled over, and in 1943 the bulk of the rail was pulled up and shipped out to defence projects. Old timers who were one-time optimists are of the opinion that if the government was serious, the project would have been started from both ends at once and state that the paper used in past surveys if put to that use, would be sufficient to paper the Parliament buildings.

### CONNUNDRUM

¶ Four years ago the Fred Mannix Construction Co. and the Campbell Construction Co., were successful bidders for the Hart Highway contracts. They operated as the Campbell-Mannix Construction Co., with completion scheduled for the end of 1947. In June of this year it is but half completed, despite a generous 30% increase in contract price, plus extensions on time limit. The Mannix Co. completed their portion, but the Campbell Co. fell down badly on theirs. The Government seized the equipment of the Campbell Co. and sat tight, The Company promptly applied for and was granted a fiat to sue the government. The Mannix Co. also asked for fiats to sue. Total amount to have been involved-\$5,880,000. Premier Johnson appointed a special investigating committee, which in record time, awarded the construction companies \$ 1,700,000.00. Obviously the basis for the demands of the construction companies was sound. ( If not, our government is being overly generous with public funds ) Stated the Hon. E.C. Carson, Minister of Public Works, "We KNEW they couldn't build it for the price they contracted to do the job.....We're not anxious to

see any construction company go broke...so we .....'' Construction companies were ready to sue on the grounds that..''constant relocation of the road by Government engineers, while it was under construction was responsible for greatly increased costs.'' Question: Who broke the contract, the Government or the Construction companies?

## TRANSPORTATION

### MINTO - MAYO ROAD

¶ The contract for construction of the (30 Mile long) road from Minto to Mayo in the Yukon Territory was awarded to the Fred Mannix Construction Co. of Calgary. While the Mannix Co. moved numerous pieces of heavy equipment northward some 1300 miles from the scene of last years' operations (at Azouzzetta Lake - on the Hart highway) to Minto, 200 miles north of Whitehorse on the old winter road to Dawson City, or from Calgary some 2000 miles south - small contractors in Whitehorse (with war-surplus and other heavy equipment) were left twiddling their thumbs and wondering how to put their equipment to use. Said one small operator with three or four pieces of heavy equipment, ''.....our government seems determined to do everything the hard way - the most costly way.....I'm not going to pretend that the small contractors of Whitehorse have all the equipment necessary to build this road, but they have a great deal of road-building equipment which could have been moved to the scene of operations cheaply in one or two days. I know how much equipment was brought in. Our firm hauled some of the heavy pieces in over the Alaska Highway from the railhead at Dawson Creek, and judging from our charges it cost the Mannix Co. at least \$100,000.00 to land their equipment on the job. The Mannix Co. MUST have figured this cost in on their contract. The government could have saved from fifty to sixty thousand dollars merely by stipulating in the contract that ''all available LOCAL machinery must be put to use (on a fair rental basis) before equipment was brought in from 'outside.'

### ATLIN ROAD

¶ The job of constructing the road from Jake's Corner, 30 miles south of Whitehorse to Atlin 60 miles south and 30 miles south of the B.C.-Yukon border was given to the Canadian Army. Partially due to the clamour set up by Yukon contractors over the 'importation' of an outside, firm to build the Minto-Mayo road, while a great deal of equipment lay idle, the army is going to make use of all locally-owned equipment fit for the job before bringing in equipment from 'outside.'

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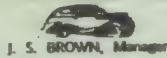
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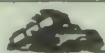
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## TRANSPORTATION

¶ Premier Byron Johnson of B.C. when speaking at Atlin during his pre-election tour of the northland, promised that work would start immediately but expressed doubt as to whether the 60-mile long road would be completed this year. (the 1500 mile Alaska Highway also took two years to build) Advertisement in Whitehorse Star shortly after: "For rent 19 room Hotel Completely equipped. Contact(.....) Atlin B.C.

### HART HIGHWAY

¶ On May 15th Frank Thompson a businessman from Dawson Creek decided to go fishing at Azouzzetta Lake in the Pine Pass. There were two unimproved (not gravelled) sections, each approximately 30 miles long which he managed to traverse without undue difficulty (he was driving a war-surplus Dodge Power-wagon) Arriving at the Mannix Contr. Co. base camp, still miles from his destination, he was stumped. Just beyond the camp was a wall of snow. Being in the electrical business he carried a rule. He measured the snow-depth, exactly 48 inches. Explanation: The Mannix Co. had plowed the road as far as the base camp in order to remove their equipment to the Minto-Mayo job. (see above)

¶ "The Hart Highway will be completed this year .....including the bridge over the Parsnip River .....". thus did Minister of Public Works, the Hon. E.C. Carson assure a pre-election audience at Quesnel of the good intentions of the government of which he is a part. (As this goes to press contracts for the bridge and the central 24 mile section have not yet been let - and there are five workable months left in 1949)

### NO FAITH IN P.W.D.

¶ For years residents of Smithers and Telkwa in the central Bulkley Valley area have appealed to the government to have a road built to the east end of Babine Lake via Chapman Lake and the Cronin Mine. The benefits to be gained by such an expenditure would far outweigh the cost, they argued, (and correctly). But Victoria paid no heed until this spring, when for political reasons, Minister of Lands E.T. Kenney, member for Skeena, advised them that at long last they were to get their ong awaited road, to Babine Lake; that \$50,000. was allocated for the job, and that the Department of Public Works would get under way with the job as soon as they could get some equipment together. But the residents weren't satisfied. Fearing (from past observation) that it would take the local P.W.D. until long after the election to "get some equipment together," they demanded that a reliable contractor be allowed to do the job

under the supervision of the P.W.D. with a guarantee that the work be continued until the allocated amount was spent. It was agreed. The contractor chosen was Ray Skoglund, of Prince George, a veteran of the last war, who with his five bulldozers has built more (bush) roads in the northcountry in the past two years, than has the P.W.D.....The road will open up wonderful game and fishing country providing Smithers with an excellent side-trip to recommend to the tourists and sportsman- and in addition will assure the development of the Cronin lead-silver mine near Chapman Lake.

**CARIBOO HIGHWAY**

¶ The new 50-mile stretch of highway completed between 100-Mile House and Clinton in the past two years is to be paved this year. Public Works Minister, E.C. Carson stated that, ".... after spending a great deal of money in building a highway to No.1 standards, and putting on an expensive finishing coat, it is a waste of money to allow the road to be cut up with heavy traffic in the spring and have to refinish it every year or two." He stated further that it was the plan of his department to spend one million dollars a year on the Cariboo Highway and that in addition to the blacktopping, the 34 mile stretch from Cache Creek to Clinton, and the 16 mile peice from 100-Mile to Lac La Hache would be rebuilt this year, (and possibly black-topped next year) If this plan is carried through, the road should be paved through to Prince George within five years.

#### HART HIGHWAY FRANCHISE

¶ The exclusivefranchise for operating trucks and busses over the (soon-to-be-completed?) Hart Highway is still held by the gov.-owned P.G.E. Railway. Private transportation companies in the Peace River, Central B.C. and Cariboo (two of which applied for franchises immediately the Hart Highway contracts were let nearly four years ago) are still hoping that, that before the highway is completed B.C.'s 'free-enterprise' government will cancel the P.G.E.monopoly and allow private enterprise to compete for business on this highway.

¶ When Glen Braden, former M.L.A. and Coalition nominee for Peace River was asked at ( a pre-election meeting ) whether the government intended the P.G.E. to exercise its franchise(monopoly), he stated, "The P.G.E. franchise was a product of the Hart government. The Johnson government may have different ideas."

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Its wonders never cease  
All civilized peoples are at war  
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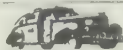
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## Gas Pipe Line To Pacific Forerunner Of Industrial Development

If present plans of Pacific Petroleum Ltd. materialize, a natural gas pipe-line will be built from Alberta to Vancouver and probably extend as far south as California.

Building and operations of the line is to be handled by West Coast Transmission Co. Ltd., of the Pacific Petroleum group of companies.

The Canadian section of the pipe-line, which will be 26 inches in diameter and approximately 940 miles long, will carry gas from northern Alberta and British Columbia to the Pacific Coast. The line would start in the vicinity of Athabaska, Alberta, go west to a point near Dawson Creek, B.C., then pass through Prince George, near Quesnel, and down the Fraser Valley to Chilliwack and on to Vancouver.

### SURVEYS COMMENCED

Frank McMahon, president of Pacific Petroleum announced in Ottawa recently that engineers have started survey work.

After final approval is given by the Transport Board, Alberta and B.C. governments, the pipe-line would take about 18 months to complete.

Mr. McMahon's announcement followed shortly after five pipe-line companies were incorporated by private bills passed in Canadian parliament before dissolution.

The others are Trans-Northern Pipe Line Co. British-American Pipe-Line Co., Western Pipe Lines, and Interprovincial Pipeline Co., A sixth failed in its bid for incorporation when the C.C.F. blocked progress of the bill in the Commons by declining to give consent necessary to make it unanimous and thus suspended rules allowing the bill to be taken up. The C.C.F. said more time should be allowed to examine the measure for incorporating Alberta Natural Gas Co.

Mr. McMahon said he is also head of Pacific Petroleum, currently attempting to develop oil and natural gas deposits in northern B.C. and Alberta. He predicted a lot of natural gas to be carried in the pipe lines would originate in Northern B.C. in addition to that coming from Alberta.

Mr. McMahon said the decision to build the pipe lines was dictated by needs on the Pacific Coast for cheap fuel.

Although the Alberta cabinet has not as yet announced a policy on export of natural gas, Premier Manning, in a recent statement said: "With Alberta's ever-increasing gas reserves the time may well be at hand when it will not

only be feasible but also advisable for Alberta to allow export of natural gas, at least to the neighboring provinces."

#### 200 MILLION FEET PER DAY

Norman Whittall, president of the Peace River Natural Gas Co., said in Vancouver that construction of the line could begin almost immediately. Mr. Whittall, who has been working on the plan in association with Mr. McMahon says Westcoast Transmission Co. plans to import in excess of 200 million feet a day. The Peace River Co. has been doing exploratory work in the northeastern section of B.C. for the past two years. Drilling is now in progress. Eight million dollars in capital from the U.S.A. will help in financing the venture.

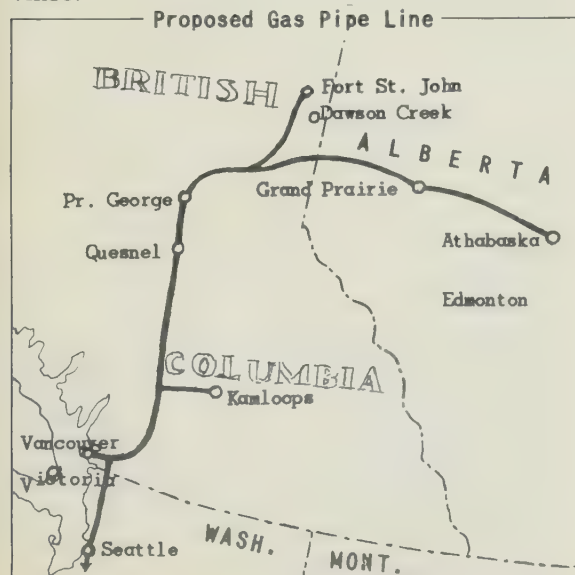
Working with the Canadian groups are the Pacific Western Oil of Los Angeles; Sun Ray Oil Co. of Tulsa, Okla., Tide Water Association of San Francisco, and the financial house of Eastman, Dillon & Co. of New York.

#### WOULD AID INDUSTRY

E.T. Kenny, B.C. minister of lands and forests, in expressing his personal views on project said it would be another great step forward in the development of the province's vast interior country because the gas would be the forerunner of several industries.

He mentioned possibility of China clay developments around Prince George and Quesnel possible extraction of acetic acid from the gas for use in the cellulose plant at Port Edwards and other uses in addition to domestic use of gas.

In the case of this line proposed for, B.C., the transport board must approve the construction of the line and the company must obtain an export permit from the Alberta government before it can pipe gas out of that province.



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Mark Wah, prop.-----Fort St. John, B.C.

## Annual Convention - Northern Interior Lumberman's Association

*A Report by Ian McQueen*

The above Association, comprising Lumber Operators from Quesnel to the Peace River and from Terrace to the Alberta Boundary has completed its third formal Convention. Earlier conventions were less formal and of shorter duration, so in 1947, it was decided to devote more time to business pertaining to the industry and to equipment needed to sustain the industry in addition to creating a forum where mutual problems might be discussed.

First attention was given to the election of an executive to direct the proceedings of the Association throughout the next twelve months. The new executive is as follows:-

President-I.C. MacQueen, Quesnel B.C.  
1st Vice-President-Hans Roine, Prince George.  
2nd Vice-President-Bert Leboe, Crescent Spur-  
Secretary-W. Kirschke, Prince George B.C.  
Executive-Martin Caine, Prince George B.C.  
Cecil Clare, Upper Fraser Spruce Mills, W.  
W. Dobson, Prince George B.C., Len Proppe  
Prince George, Lars Strom, Prince George,  
Alfred Strom, Prince George, Dick Yardley  
Prince George, Ivar Kilby, Prince George.

Following the election, the new executive took over, and devoted the remainder of the first day to the business of the Association.

At dinner that evening, the Lumbermen were welcomed to Prince George by Mayor Nicholson, who emphasized the importance of the industry to the entire area and commented upon its steady growth. He was followed by Harry Bowman, the president of the Board of Trade, who stressed the dependence of the businessmen of Prince

businessmen of Prince George upon a soundly established and continuing successful lumber industry. Ass't District Forester, Allan Dixon, expressed appreciation of the Forest Service past co-operation and warned against the possibility of a severe fire season, should present conditions in the woods not be ameliorated. The final speaker of the evening, Mr. Ted Williams of the JCC welcomed the members and asked their cooperation in planning the Fall Fair.

At lunch, following a brief address by Mr. Al Bernarr of the C.N.R., the members were addressed by Mr. Harry Strange of the Labour Relations Board. Mr. Strange following a lifetime with the C.N.R., and a long career as a Railroad Union executive, was recently appointed as Labour's representative on the Board.

Mr. Strange outlined the functioning of the Board, and explained the manner with which labour-management problems are attacked and insofar as possible overcome, without the necessity for strike action.

The second and third days of the convention were devoted to an examination of the various items displayed by the equipment firms serving the lumber industry. At this show, logging and sawmilling equipment of the latest types were seen side by side with the latest automobiles and household equipment. Possibly the most interesting exhibit was that of the conversion of a power saw to a fire pump, simply through the removal of the saw bar, and the connection of the motor to a small pump unit. The whole conversion from sawing wood to pumping water taking place in a matter of minutes.

On the second evening the lumbermen were entertained at dinner by the Finning Tractor Co.



Typical Central Interior logging truck

At this time the guest speaker was Mr. Geo. Murray, who emphasized the important part played by the bulldozer in the development of the Cariboo.

On the third day, the Automotive dealers of Prince George entertained at a luncheon at which Mr. Cunliffe, the District Engineer was the guest speaker. Mr. Cunliffe outlined the many difficulties encountered in providing ade-



Lumber trucks loading at Fort St. John Lumber Co. mill.

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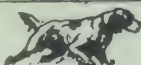
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Power house of Prince George Planing Mills' new  
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Logging roads are always a major problem

quate roads throughout the district, particularly  
the heavy work required during the past few  
years plowing snow from the many miles of  
road, so that industry could get its products  
to the railroad. Much discussion during the  
past few months at association meetings has  
centred upon the road east of Prince George.  
Outside of the coastal settlements, the area  
from Prince George to the Alberta boundary  
possibly contains the greatest concentration  
of business and population not yet adequately  
served by road. Mr. Cunliffe outlined to the



Truck logging at Hope, B.C.

gathering the road program of his department, stating that plans called for an expenditure of \$300,000.00 in 1950, followed by one million dollars in 1951 on the road system east of Prince George.

The convention was brought to a very successful conclusion when on the final night the the wholesale dealers located in Prince George entertained the members and their wives at a banquet and dance held at Six Mile Lake.



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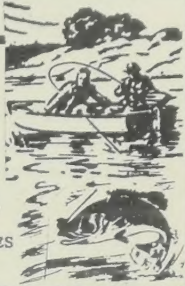


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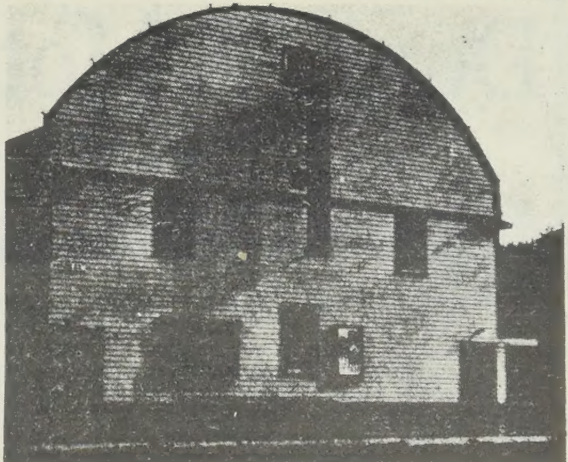
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14 Pound Coho Salmon landed by Ronnie Hunt  
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